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WEYMOUTH
PORT SANITARY AUTHORITY.



ANNUAL REPORT

OF THE

Medical Officer

TO THE

31ST DECEMBER, 1919.



THOMAS HOWARD, M.B.,

Medical Officer Weymouth Port Sanitary Authority.

WEYMOUTH PORT SANITARY AUTHORITY.

To the Chairman and Members of the Weymouth Port Sanitary Authority.

FEBRUARY 16TH, 1920.

GENTLEMEN,

I beg to submit my report for the year 1919. It is made in accordance with the duty imposed by the Local Government Board in their General Order dated December 31st, 1910, which prescribes with regard to the Medical Officer of Health :—

“He shall, as soon as practicable, after the thirty-first day of December in each year, make an annual report to the Port Sanitary Authority up to the end of December.

The report, in addition to any other information which he may consider it desirable, or be required by us to give, shall comprise :—

(a) Tabular statements (so far as he shall have been able to obtain the information) as to the sickness and mortality of persons on shipboard within the district, classified according to diseases, ages, and vessels.

(b) A summary of the action taken by him during the year for preventing the spread of disease.

(c) An account of the proceedings in which he has taken part or advised under the Acts, Orders, and Regulations relating to matters of public health and the examination of foods in force within the district.

(d) An account of the work performed by the Inspector of Nuisances during the year, including the statement supplied in pursuance of Article XX. (12) of this Order.”

The Port was permanently constituted a Port Sanitary District by the Local Government Board on October 1st, 1897.

I.—Constitution of Port Sanitary Authority.

The Weymouth Port Sanitary Authority consists of fourteen members chosen by the respective riparian authorities from among the members of their own bodies as follows, namely :—

Seven by the Mayor, Aldermen, and Burgesses of the Borough of Weymouth and Melcombe Regis.

Four by the Urban District Council of Portland.

One by the Rural District Council of Wareham and Purbeck.

Two by the Rural District Council of Weymouth.

II.—Limits of Jurisdiction.

“A line drawn due south from the seaward extremity of the common boundary of the parishes of Puncknowle and Abbotsbury to the nearest point in the seaward boundary of the Customs Port of Weymouth, a line drawn from such last-mentioned point and thereafter following the seaward boundary of the Customs Port of Weymouth to the point at which the said boundary is intersected by a line coincident with the common boundary of the Customs Port of Weymouth and Poole, and a line drawn from such last-mentioned point and thereafter following the common boundary of the Customs Port of Weymouth and Poole to its termination at St. Alban’s Head in the parish of Worth Matravers; together with the waters of the said Port of Weymouth within such limits, and all docks, basins, harbours, creeks, channels, roads, bays, and streams within the aforesaid limits, and the place or places which may from time to time be appointed as the Customs boarding station or stations for such part of the said port, and the place or places for the time being appointed for the mooring or anchoring of ships for such part of the said port under any regulations for the prevention of the spread of diseases issued under the authority of the statute in that behalf, and for the purposes of any such regulations as aforesaid, shall also extend to any ships which in pursuance thereof, or of any direction given thereunder, shall

be moored or anchored at the place appointed thereunder as aforesaid, or shall be on its way thither."

III.—Apportionment of Expenses.

The Town Council of the Borough of Weymouth and Melcombe Regis and the Urban District Council of Portland each contribute according to the rateable value of their districts. The Councils of the Rural Districts of Wareham and Purbeck and Weymouth contribute according to one-half the rateable value of their riparian parishes.

Form A.

Amount of Shipping Entering the Port Sanitary District During the Year.

	Number.		Tonnage.		Number Inspected. By the Medical Officer of Health.		By the Inspector of Nuisances.		Number Reported to be Defective.		Number of Orders Issued.	
Foreign—												
Steamers ...	730	...	743958	...	60	...	346	...	42	...	42	
Sailing ...	10	...	702	...	2	...	8	...	1	...	1	
Fishing ...	—	...	—	...	—	8...	—	...	—	...	—	
Total Foreign	740	..	744660	...	62	...	354	...	43	...	43	
Coastwise—												
Steamers ...	174	...	136861	...	17	..	90	...	20	...	20	
Sailing ...	64	...	8415	...	1	...	7	...	—	..	—	
Fishing ...	—	...	—	...	—	...	—	..	—	..	—	
Total Coastwise	238	...	145276	...	18	...	97	...	20	...	20	
Total Coastwise and Foreign...	978	...	889936	...	80	...	451	...	63	...	63	

Of the 80 ships examined by the M.O.H., 61 of these were also inspected by the Sanitary Inspector. Eight orders not included in the above were issued in connection with coal hulks.

The following table shows the number and registered tonnage of Steam and Sailing Vessels entering Portland Roads and Weymouth Harbour annually during the past 10 years:—

<i>Portland Roads.</i>	<i>Number.</i>	<i>Tonnage.</i>
Total during 1910	..... 1,775	1,285,411
„ 1911	..... 2,014	1,411,449
„ 1912	..... 1,496	1,339,983
„ 1913	..... 1,300	1,081,416
„ 1914	..... 1,559	1,505,070
„ 1915	..... 386	799,428
„ 1916	..... 855	1,373,343
„ 1917	..... 3,049	1,663,586
„ 1918	..... 3,218	2,601,854
„ 1919	..... 506	757,779

<i>Weymouth Harbour.</i>	<i>Number.</i>	<i>Tonnage.</i>
Total during 1910	..... 891	160,014
„ 1911	..... 862	152,559
„ 1912	..... 802	138,563
„ 1913	..... 885	146,739
„ 1914	..... 739	191,436
„ 1915	..... 517	130,414
„ 1916	..... 399	105,018
„ 1917	..... 357	98,826
„ 1918	..... 310	79,613
„ 1919	..... 472	152,157

Ships anchoring in Weymouth Bay during the war are included in those entering Portland Roads. It will be seen from the above figures that there has been a considerable decrease this year, even in comparison with pre-war figures. During the latter months of the year trade with the Port very much increased, and there is every prospect of considerable extension of trade during the coming year.

Considering that at the present time shipping is so hampered and subject to costly and vexatious delays at other Ports, it seems a pity from a commercial point of view that so little use is made of one of the finest Harbours in the South of England.

For the above figures I am indebted to the courtesy of H.M. Collector of Customs.

Sanitary Administration.

The Ministry of Health, in view of contemplated developments in Port Sanitary Administration, require this year not only full information as to the work of the Port Sanitary Authority during the year, but also information as regards the present facilities for preventing the importation and spread of disease, and the developments and extensions which in the opinion of the Medical Officer of Health are needed to render the work of the Port Sanitary Authority fully efficient. During the year all the Contributory Authorities forwarded a resolution to the Local Government Board that the work of the Port was of National rather than of local interest, and that the Government should take over the administration of the Port. Unless, therefore, a very substantial grant (at least 75 per cent. of the total cost) is made by the Government to Port Sanitary Authorities I fear it is of little value to discuss the developments and extensions needed to render the work of the Port Sanitary Authority fully efficient.

In 1917 Dr. Wilkinson made a Survey of the Port, and as the result of his inspection the Local Government Board made the following recommendations, viz. :—

1. That provision be made for the isolation of small-pox patients otherwise than at the existing Isolation Hospital. Such provision should best be made in conjunction with the Borough of Weymouth, the Portland U.D.C., and the Weymouth R.D.C., but, failing this, the Port Sanitary Authority should provide of their own.

2. The Isolation Hospital should be connected with the sewer which passes within 200 yards of the building; the earth closets should then be replaced by W.C.'s.

3. The Isolation Hospital should be fenced in accordance with the requirements of the Local Government Board in this respect.

4. Means should be provided for the conveyance of the Medical Officer of Health and the Inspector of Nuisances to vessels, in order that they may not be dependent for the performance of their duties upon other departments or upon coaling companies. For this purpose it is suggested a motor launch would be the most suitable and economical provision.

5. Should there be any considerable increase in the discharge of meat or other food cargoes at Weymouth, the inspecting staff of the Port Sanitary Authority would require to be increased.

These were the minimum requirements at the time necessary for the effective administration of the Port. To these I would add the provision of apparatus for the cleansing and disinfection of persons, clothing and other articles. In case of Plague, Typhus, Small-pox, etc., it is most essential that the contacts should be freed from infection. It is also desirable that persons infected with vermin should be similarly treated. Temporary accommodation would also have to be provided for such persons until disinfected.

To obtain the maximum efficiency in Port Sanitary Administration it would be necessary to take steps to secure that all ships arriving from ports or places where infectious disease is known to exist, should be dealt with on similar lines to those now carried out under the Cholera, Yellow Fever and Plague Regulations. For the reasons stated in my Reports for 1912 and 1913 in connection with the importation of small-pox, this I believe would be the correct procedure to follow. It would mean, however, a considerable increase of staff and a complete re-organization of the work of the Port.

The present system of Medical supervision of imported infections is based upon the conditions of the ship as well as

upon the health of the persons on board. Yet many examinations of crews in the past had to take place in the middle of the night with the aid of an oil lamp. It is most desirable that it should be expressly stated that examination of crews should only take place before sunset and after sunrise. Inspection of crews of vessels without sufficient light is of little value.

Owing to the fact that inspections are mainly carried out in an open Roadstead, where the ships are anchored at a considerable distance from the shore, makes the work very difficult and at times hazardous.

Trade of the Port.

It will be seen from the figures of the past 10 years that upwards of 2,000 vessels annually enter the Port. The Port is mainly used for supplying bunker coal. Fresh fruit, vegetables, etc., are imported from the Channel Islands, and a few cargoes of wheat and flour are discharged during the course of the year. The exports consist mainly of general food stuffs, agricultural machinery, and artificial manures.

The principal ports or places from which ships arrived prior to the war were:—Bombay, Calcutta, Karachi, Rangoon, the Black Sea ports, Baltic ports, North Sea and Mediterranean ports, and Rosario. The British ports with which we traded were:—Hull, London, Liverpool, Tyne, Hartlepool, Cardiff, Penarth, and Barry.

The arrivals during the year were chiefly from the Channel ports, New York, Philadelphia, Port Arthur (Texas), St. John's, Montreal, Hamburg, and ports of Brazil.

There is every reason to believe that as soon as things become more normal, trade will again be resumed with the above places and ports as in the past.

Cholera, Yellow Fever, and Plague Regulations.

The regulations of the 9th November, 1886, and the 24th December, 1902, relating to Cholera, Yellow Fever, and Plague have been rescinded by the Local Government Board, who have issued further regulations dated the 9th September, 1907.

The following is a summary of the methods of dealing with the above-named diseases under the provisions of the new regulations which relate to (1) ships arriving from foreign ports; (2) outward bound ships; (3) coasting ships.

With respect to ships from foreign ports:—

1.—The Officer of Customs who visits a ship from foreign ports on arrival shall, if he finds the ship to be *infected* or *suspected*, and *may*, if she has come from or called at an *infected* port, *detain* the ship for 12 hours pending the visit of the Port Medical Officer of Health.

2.—The Port Medical Officer of Health shall visit, and, if he finds the ship to be *infected* or *suspected*, shall certify it, whereupon the Master must moor the ship at an appointed station.

3.—The Port Medical Officer thereupon:—

- (a) Examines every person on board;
- (b) Removes cases of cholera, yellow fever, or plague to hospital;
- (c) Detains suspects for two days;
- (d) Obtains and forwards addresses of all other persons to the Local Authority of the district whither they are bound;
- (e) Take steps to prevent the spread of infection;
- (f) Secures burial when necessary;
- (g) Arranges for disinfection or destruction of bedding or clothing;
- (h) Secures disinfection of the ship by the Master.

4.—In cases of:—

- (a) Suspected ships;
- (b) Ships with suspicious illness;
- (c) Ships from, or having touched at, infected ports;
- (d) Ships with filthy or unwholesome passengers;

(e) Ships having rats infected with plague ;

(f) Ships having had unusual mortality amongst rats on board ;

the Port Medical Officer of Health may certify the ship accordingly, and obtain and forward addresses as before.

5.—In the case of ships *infected* or *suspected* by reason of Cholera, the Port Medical Officer of Health may direct all *bilge water* and *water ballast* to be pumped out, or may seal the tanks. Also may direct all drinking water tanks or casks to be emptied and cleansed and provide a proper supply.

6.—In the case of ships *infected* by reason of Plague, the Master shall employ suitable means for the destruction of the rats in the ships ; and if a *suspected* ship, by reason of Plague or having come from a Plague port, shall also do so if required to by the Port Medical Officer of Health. If the Port Medical Officer of Health certifies that a rat in a ship is infected with Plague, the Master shall also compass the destruction of rats in the ship. In all these cases the Master shall also take all such necessary precautions.

7.—In cases of vessels *infected* or *suspected* by reason of Yellow Fever, or from a Yellow Fever port, the Master shall take measures under the directions of the Medical Officer of Health for the effectual destruction of the mosquitoes and of the larvæ of the mosquitoes in the ship.

Regulations have also been made for the first time dealing with Outward Bound and Coasting Ships infected with Cholera or Plague. In the case of ships outward bound from the district of any local Authority in England and Wales infected with Cholera or Plague, the Medical Officer may at his discretion, and must when required by the Master of the ship, examine all persons on board in order to ascertain if any of them are infected with Cholera or Plague, and in such cases he must take the necessary steps for preventing the spread of infection. In the event of all persons on board being found in good health and all articles on board being free from infection, the Medical Officer of Health may give a certificate that all necessary steps have been

taken for preventing the spread of disease and the ship is free from infection, and a charge may be made by the Local Authority for any such certificate.

Another set of regulations deals with ships sailing from English or Welsh ports (coastwise ships) infected with Cholera or Plague to other ports in the United Kingdom, which correspond closely with those which relate to Outward Bound Ships.

Diseases other than Cholera, Yellow Fever, or Plague.

The Infectious Disease Notification Acts require the notification by Masters and Ships' Surgeons of the diseases scheduled under the Act within the Port.

Public Health (Acute Encephalitis Lethargica and Acute Polio-Encephalitis) Regulations, 1918, made these diseases notifiable during 1919.

Public Health (Pneumonia, Malaria, Dysentery, etc.) Regulations, 1919. These came into force on March 1st, 1919. Render notifiable acute primary pneumonia, acute influenzal pneumonia, malaria, dysentery, and trench fever, and give extended powers for dealing with these and other diseases, notably the power to segregate all persons who have been in contact with cases of typhus, relapsing or trench fever until they or their effects have been freed from vermin.

The Port Sanitary Authority may remove to Hospital all persons suffering from dangerous infectious disorder on board any ship, and may require or carry out such disinfection or destruction of clothing or disinfection of the quarters of a ship as may be necessary.

All vessels in Weymouth Harbour and at Castletown Wharf, Portland, are visited on arrival by the Sanitary Inspector, who makes enquiries, and any case of sickness found is medically examined and dealt with. A form of certificate in each case is submitted by the Inspector requesting information as to the health of the crew, and filled up in writing by the Master or person in charge of the ship. This is found to be a much more

satisfactory way of obtaining information of sickness on board than the mere verbal statement which was previously required.

From the above it will be seen that information of the existence of infectious disease reaches the Medical Officer of Health from (1) the Master of the ship, (2) the Customs Officer on the arrival of the ship in the port, (3) Medical Practitioners called in to attend such cases, (4) Sanitary Inspector during ordinary inspection at Weymouth and Portland.

Plague.

The principal ports in India continue to be the main centres of this disease. The ports scheduled as plague infected during the year were Bombay, Calcutta, Karachi, Rangoon, Rio de Janeiro, and Brazilian ports, and vessels from these ports were medically inspected on arrival.

Cholera.

In addition to the usual centres in the East, Cholera was prevalent in Central Europe and Russia during the year, but detailed information was lacking.

No ships "infected" or "suspected" by reason of cholera, yellow fever, or plague were noted during the year.

Small Pox.

A case of Small-Pox was notified on April 5th from one of H.M. Trawlers, which had touched at Oporto, where Small-pox was prevalent. This case was dealt with by the Admiralty.

Immediately on receipt of the above notification I interviewed the various Shipping Companies' Agents, who agreed to keep me informed of the arrival of all ships which had touched at Spanish or Portuguese ports. All such vessels were kept under observation whilst in the Port. As the duration of the voyage is much shorter than the incubation period, the Masters of ships were requested to notify all suspicious sickness.

It is most important that adequate powers (similar to those of the Cholera, Yellow Fever and Plague Order) should be given to Port Sanitary Authorities so that vessels importing Small-Pox from abroad or elsewhere can be dealt with effectively.

Scarlet Fever.

On February 24th I received a notification from the Embarkation Medical Officer that a steward of the s.s. *Duchess of Devonshire* (carrying troops from Havre) had a suspicious rash. The ship was sent to the Quarantine Station, where I examined the crew and found a steward and the wireless operator suffering from Scarlet Fever. They were removed to the Port Sanitary Hospital. Two days later two more stewards were removed to Hospital for observation. The stewards' quarters (Glory Hole) were badly overcrowded. The ship remained under observation for a week. All the quarters, etc., were thoroughly disinfected by your Sanitary Inspector.

Typhoid Fever.

On March 19th I inspected 22 hands all told on board the s.s. *Knud ii.* (Danish) from Philadelphia, and found an O.S. aged 23 years suffering from Typhoid Fever. He was forthwith removed to Hospital, and the necessary disinfection of the ship was carried out. I regret to state that this patient died on March 27th from perforation of the bowel (which was confirmed by post-mortem). The patient was in the third week of his illness when removed to Hospital.

Typhus Fever.

Owing to the outbreak of Typhus Fever in Holland in the early part of the year, the Officers of Customs kept me informed as to the arrival of all ships from Dutch and Belgian ports. Ships arriving from these ports were visited by the Sanitary Inspector and enquiries made as to any suspicious illness.

Diphtheria.

On April 10th I received a telephone message at 8.30 p.m. from a Doctor in Weymouth stating that a man from the s.s. Pembroke had come to his surgery with a suspicious throat, which he thought was Diphtheria. The ship was visited the same night and the patient removed to Hospital. The ship was disinfected by the Sanitary Inspector.

Five suspected cases of suspicious throat were reported during the year. In each case cultures were obtained from the throats, but all were negative. In one instance the result of the "swab" was sent by wireless to the Surgeon of the ship on the high seas.

Influenza.

Influenza was prevalent on shipboard during the first two months of the year. One hundred and twenty-five cases came under my observation, of which 15 had Broncho-Pneumonia. In my Report for 1918 I called attention to the grave need for Hospital accommodation. This was well exemplified in the following instance. On February 26th I received a notice from the Surgeon of the s.s. Nevassa stating that he had a severe outbreak of Influenza on board, and asking me to visit his ship to see what action could be taken. I found 40 of the native crew in a badly-ventilated fore-castle ill with Influenza. I ordered that some provision should be made for the men ashore. As the ship was a Government Transport, the Admiralty and Army Authorities were communicated with, but they were unable to assist. Finally I arranged for the more severe cases to be brought on deck in the open air. Altogether 82 cases were affected. There were 12 cases of Broncho-Pneumonia and four deaths.

Very few of the European crew were affected, no doubt due to the fact that they were housed under better conditions.

It may be of interest to mention that I inspected a Danish ship, s.s. Danabog, on the 26th May, in consequence of an outbreak of Influenza. They had a menagerie on board. The cases of Influenza amongst the crew were of a very mild type, but the

monkeys (Chimpanzees) had a very severe attack, two of which were dead on the date of my visit. The other animals were apparently unaffected.

Pulmonary Tuberculosis.

The action taken in connection with cases of Phthisis have been fully set out in my Report for 1914. Four cases were notified during the year. Every effort is made to secure isolation of the sufferer, which is a very difficult matter on board ship. Instructions are given as to the care of sputum, etc. Where a ship is proceeding to a British port notice is sent to the M.O.H. No action is taken which would in any way be detrimental to sufferers in connection with their employment.

Malarial Fever.

On board eight vessels arriving at the Port twelve cases of Malarial Fever were reported as having occurred during the voyage. None were suffering on arrival. The names and addresses of patients proceeding to their homes in England were forwarded to the Medical Officer of the district to which they belonged.

Venereal Diseases.

During the year 83 cases of Venereal Disease came under observation, of which 33 were Syphilis and the remainder (50) consisted of Gonorrhœa and non-syphilitic sores. Cases reported on vessels receive advice as to treatment and where it can be obtained. Printed pamphlets are also given to the Officer-in-Charge of vessels visited by your Sanitary Inspector. A number of foreign seamen now apply for treatment with Salvarsan and bring with them a phial to indicate the dose of the last injection. It was not until October that cases were treated at the Port Sanitary Hospital. So far only those cases of Syphilis in a highly-contagious condition (more especially when engaged in handling food) are admitted to Hospital. It is often difficult even to get this type of case into Hospital, as the men do not realize the necessity for treatment, and the Captain does not wish to lose

a member of his crew. I recently visited two ships in the Roads on which there were 23 cases of Venereal Disease, five of which were Syphilis. Two of the latter were engaged in handling food, and to these I offered treatment in Hospital. Both men refused. The amount of work done so far at the Hospital in connection with Venereal Diseases indicates the need that existed for such a Centre.

It may be of interest to record that a large proportion of the sufferers from Venereal Diseases were American seamen. Yet these men generally use prophylactic "pockets." This may be a coincidence, as the American seaman has usually less shyness about demanding treatment for his condition than other nationalities.

The crews of American ships are also usually composed of young men who have had very little experience of sea life and have never had Venereal Disease, and so may be more susceptible. The more important factor, however, is the fact that promiscuous sexual intercourse is usually the sequel of a drinking "bout," and prophylactic treatment is not used until too late.

List of Vessels Inspected under the Cholera, Yellow Fever, and Plague Regulations, 1907, of the Local Government Board.

DATE.	VESSEL.	NATION.	WHERE FROM.	NO. SICK AND REMARKS.
July 23...	ss Plouen ...	...British	...River Plate ...	5 sick.
Aug. 8...	ss Almeria ..	... do	... do.	.. 6 sick.
Sept. 27	ss Ilford ...	... do.	...Bombay	.. All well. Rats prevalent.
Oct. 4 ...	ss ss Mahratta ...	... do.	...Calcutta	... All well.

Special Medical Inspections during the Year, 1919.

DATE.	VESSEL.	NATION.	WHERE FROM.	WHERE BOUND.
Jan. 2...	ss Sydfold ...	...Norwegian	...Rotterdam	...New York
„ 7...	ss Great City ...	...British	...Dunkirk	...
„ 13...	ss Frankmere ...	... do. ...	...St. John's	...Antwerp
„ 15...	ss Pacific ...	...Swede	...New York	...Rotterdam
„ 19...	ss Aboddecca ...	...British	...Boulogne	...Liverpool
Feb. 5...	ss Crown of Toledo	... do. ...	...Dunkirk	...New York
„ 8...	ss War Wolf ...	... do. ...	...Boulogne	...St. John
„ 8...	ss Enda ...	... do. ...	...Fecamp	...Barry
„ 14...	ss Ariosto ...	... do. ...	...Bordeaux	...Hull
„ 15...	ss Berwindale ...	... do. ...	...Toronto	...Tyne
„ 24...	ss Duchess of Devonshire...	... do. ...	...Havre	...
„ 26...	ss Navassa...	... do. ...	...London	...
„ 27...	ss Texas ...	...Danish	...Philadelphia	...Antwerp
Mar. 13...	Ship Florence Laws	...British	...Plymouth	...
„ 14...	ss Helenus ...	... do. ...	...Lisbon	...Cherbourg
„ 19...	ss Knud II. ...	...Danish	...Philadelphia	...Antwerp
„ 20...	ss Cornelia ...	...Dutch...	...Groningham	...
Apl. 3...	ss Fellside ...	...British	...Barry ...	...
„ 4...	ss Innistown ...	... do. ...	...Cardiff...	...
„ 10...	ss Pembroke ...	... do. ...	...Guernsey	...Guernsey
„ 28...	ss Lake Lindon ...	...American	...Hamburg	...
May 2...	ss Brentham ...	...British	...Hull ...	...
„ 6...	ss Gwynwood ...	... do. ...	...Poole ...	...London
„ 19...	ss Western Pride ...	...American	...Hamburg	...New York
„ 23...	ss Lake Burdon ...	... do. ..	... do. ...	... do.
„ 26...	ss Danabod ...	...Danish	...Bathhurst	...Aarhus
„ 27...	ss Lake Calvenia ...	...American	...Montreal	...Hamburg
„ 31...	ss East Wind ...	... do. ...	...New York	... do.
June 13...	ss Shooters Island	... do. ...	... do. ...	...Dantzig
„ 14...	ss Coquina ...	... do. ...	...Hamburg	...New York
„ 20...	ss Lake Gretna ...	... do. ...	...New York	...Dantzig
„ 20...	ss Ceralvo ...	... do. ...	...Montreal	...
„ 30...	ss Lake Grampion	... do. ...	... do. ...	...
July 3...	ss Castletown ...	...American	...Philadelphia	...Rotterdam
„ 5...	ss Lake Fraicher ...	... do. ...	...Montreal	...
„ 12...	ss Lake Calvina ...	... do. ...	...Reval ...	...New York
„ 12...	ss Lake Hokah ...	... do. ...	...Rotterdam	... do.
„ 20...	ss Notanda ...	...British	...Lagos ...	...Rotterdam
„ 21...	ss Coperas ...	...American	...Bordeaux	...Hamburg
„ 22...	ss Buchana ...	...British	...Hull ...	...
„ 23...	ss Jin Sho Maru ...	...Japanese	...Cardiff	...

For Remarks—See Sick Report.

DATE.	VESSEL.	NATION.	WHERE FROM.	WHERE BOUND
July 29...	ss Lake Farge ...	...American	...Hull ...	...New York
„ 29...	ss Lake Fraicher ...	... do. ...	...Hamburg	... do.
Aug. 1...	ss Coperas ...	... do. ...	... do. ...	... do.
„ 4...	ss Brookfield ...	... do. ...	...Rotterdam	... do.
„ 6...	ss Lake Fontane ...	... do. ...	...Nantes	... do.
„ 29...	ss Ocouee ...	... do. ...	...Rotterdam	... do.
„ 29...	ss Transporter ...	...British	...Barry ...	...
„ 31...	ss Fort Smith ...	...American	...Havre	...New York
„ 31...	ss Mariska ...	...Canadian	...Brest ...	... do.
Sept. 8...	ss Dallas ...	...American	...Havre ...	...
„ 18...	ss Pollensa ...	...British	...Barry ...	...
„ 22...	ss Amag Sen Maru	...Japanese	...Amsterdam	...HamptonRoads
Oct. 1...	ss Marguerite Pry	...Belgian	...Antwerp	...
„ 8...	ss Lake Marona ...	...American	...Havre ...	...New York
„ 13...	ss Lake Fugard ...	... do. ...	...Liverpool	... do.
Nov. 1...	ss Jin Sho Maru ...	...Japanese	...Hamburg	...
„ 8...	ss Ruby ...	...British	...Nantes	...New York
„ 17...	ss Octorara ...	...American	...Hull ...	...Norfolk (Virg.)
„ 20...	ss Arrival ...	...British	...Zeebrügge	...Cardiff
„ 21...	ss Botteneau ...	...American	...Grimsby	...HamptonRoads
„ 22...	ss Aden Maru ...	...Japanese	...Newport(Mon.),Hamburg	
„ 28...	ss Meenin ...	...Norwegiau	...Kotka, Finland	
Dec. 6...	Barbara ...	... do. ...	...Kotka —
„ 8...	ss Innoka ...	...American	...Dunkirk	...New York
„ 12...	ss War Khan ...	...British	...Port Arthur, Texas...	...Cardiff
„ 12...	ss Lake Burdon ...	...American	...Baltimore	...New York
„ 14...	ss Broadmayne ...	...British	...Rouen	...
„ 16...	ss Communiparo ...	...American	...Hamburg	...New York
„ 21...	ss Orion ...	...American	...New Orleans	...Antwerp
„ 26...	ss Eric Calvert ...	...British	...Hull	...Cardiff

For Remarks—See Sick Report.

Cases of Sickness.

on arrival or during the voyage on ships bound to or calling at the Port of Weymouth during the year 1919 :—

January 2nd.—s.s. Sydfold (Norwegian), from Rotterdam. Four firemen and two sailors aged 38, 36, 36, 24, 32 and 23 years respectively, found suffering from food poisoning. A quantity of decomposing foodstuffs found in food store. This was destroyed and the place cleansed.

January 7th.—s.s. Great City (British), from Dunkirk. Five A.B.'s aged 44, 32, 28, 26, and 24 years respectively, found suffering with Influenza. Instructions given as to ventilation of the quarters and the precautions to be taken.

January 13th.—s.s. Frankmere (British), from St. John's. Two firemen and second officer, aged 38, 31, and 26 years respectively, found suffering with Influenza. Instructions given.

January 15th.—s.s. Pacific (Swede), from New York. One A.B., aged 29 years, found suffering with Pneumonia. Four firemen, aged 39, 37, 26 and 24 years respectively, with Influenza. Instructions given.

January 19th.—s.s. Abodecca (British), from Boulogne. Twenty-cases of Influenza (seven Broncho-Pneumonia) were removed to Hospital at Boulogne. Seven other men were ill with Influenza when the ship arrived here. Instructions given.

February 5th.—s.s. Crown of Toledo (British), from Dunkirk. A Chinese fireman, aged 42 years, found suffering with Paralysis. Removed to Naval Hospital.

February 8th.—s.s. War Wolf (British), from Boulogne. Six firemen, aged 45, 42, 36, 34, 32 and 28 years, and four sailors, aged 34, 32, 27 and 25 years, suffering with Influenza (two firemen with Pneumonia). Instructions given.

February 8th.—s.s. Enda (British), from Fecamp. A Greek sailor, aged 43 years, was found suffering from Coma, the result of fracture of the base of the skull. The man died before he could be removed to Hospital. The Coroner was notified.

February 14th.—s.s. Ariosta (British), from Bordeaux. The Master, aged 47 years, was found suffering with Influenza. Fireman, aged 27 years, with Phthisis. Instructions given and notice sent to the M.O.H.

February 15th.—s.s. Berwindale (British), from Toronto. A fireman, aged 32 years, and messroom boy, aged 17 years, found suffering with suspicious throats. Culture from throats negative.

February 26th.—s.s. *Nevassa* (British), from London. Eighty-two cases of Influenza (including 12 of Broncho-Pneumonia) occurred on this ship amongst the Lascar crew whilst in the Port. There were four deaths.

February 27th.—s.s. *Texas* (Danish), from Philadelphia. The boatswain, aged 27 years, was found suffering with a malignant type of Syphilis. He was not removed to Hospital. Instructions given.

March 13th.—Schooner *Florence Laws* (British). A B., aged 24 years, was notified by the Captain as suffering from Typhoid Fever. He was found suffering from food poisoning.

March 14th.—s.s. *St. Helenus* (British), from Lisbon. Five seamen, aged 40, 38, 36, 25 and 24 years respectively, were found suffering from Influenza. Instructions given.

March 20th.—s.s. *Cornelia* (Dutch), from Croningham. Three A.B.'s, aged 30, 27 and 25 years, suffering from Gonorrhœa. A fireman, aged 26, suffering from Syphilis.

April 3rd.—s.s. *Fellside* (British), from Barry. An O.S., aged 32 years, was found suffering from a Rectal Abscess. Treatment in Hospital was advised.

April 4th.—s.s. *Innistown* (British), from Cardiff. The donkeyman, aged 35 years, was found suffering from Diarrhœa.

April 28th.—s.s. *Lake Linden* (American), from Hamburg. Inquired into the cause of sickness of three firemen, aged 25, 23 and 20 years. The two former were found to be suffering from Gonorrhœa, the latter from Syphilis. One A.B., aged 26, with Hernia.

May 2nd.—s.s. *Brentham* (British), from Hull. Two A.B.'s aged 36 and 25 years, were found suffering from Rheumatism. Messenger boy, aged 17 years, with Gastritis.

May 6th.—s.s. *Gwynwood* (British), from Goole. Inquired into the cause of sickness of two firemen, aged 37 and 25, who were found suffering from enlarged glands, the result of Sepsis. First Officer, aged 37 years, suffering with Hernia.

May 19th.—s.s. *Western Pride* (American), from Hamburg. Three coal passers, aged 30, 26 and 24 years, suffering with Gonorrhœa. Steward, aged 27 years, with Erysipelas. Instructions given.

May 23rd.—s.s. *Lake Berdon* (American), from Hamburg. Five coal porters and two seamen suffering with Venereal Disease. Two firemen, aged 25 and 23 years, with Diarrhœa.

May 26th.—s.s. *Danabad* (Danish), from Bathurst. Four firemen, aged 27, 26, 24 and 20 years respectively, found suffering with Influenza. Instructions given.

May 27th.—s.s. *Lake Calvinia* (American), from Montreal. Three coal passers and two seamen suffering with Venereal Disease. Two firemen, aged 22 and 23 years, found suffering with Colic.

May 31st.—s.s. *East Wind* (American), from New York. Three firemen, aged 30, 24 and 20 years, found convalescent from Malarial Fever; fireman, aged 26 years, with Hernia, and an A.B., aged 24 years, with Venereal Disease.

June 13th.—s.s. *Shooters Island* (American), from New York. Inquired into the cause of sickness of an A.B., aged 25 years, and two firemen, aged 27 and 25 years. The former was found to be suffering from Syphilis and the latter from Phthisis and Rheumatism.

June 14th.—s.s. *Coquina* (American), from Hamburg. Two firemen, aged 25 and 23 years, suffering from Venereal Disease. A.B., aged 21 years, suffering from a suspicious rash due to Copoiba. Medical treatment recommended.

June 20th.—s.s. *Lake Gretna* (American), from New York. Two firemen, aged 45 and 37 years, suffering from Bronchitis. A.B., aged 25 years, with fractured ribs. Medical treatment recommended.

June 30th.—s.s. *Ceralvo* (American), from Montreal. Inquired into the cause of sickness of two A.B.'s and a fireman, aged 27, 25 and 32 years. The former were found to be suffering from Heart Disease and Rheumatism, the latter from Venereal Disease. Treatment in Hospital recommended.

June 30th.—s.s. Lake Grampian (American), from Montreal. Seven members of the crew were found to be suffering with Venereal Disease. A.B., aged 37 years, with Phthisis. Patient isolated and quarters disinfected.

July 3rd.—s.s. Castletown (American), from Philadelphia. Inquired into the cause of sickness of two A.B.'s, aged 30 and 29 years, who were found to be convalescent from Malarial Fever. Three coal passers suffering from Venereal Disease. Instructions given.

July 5th.—s.s. Lake Fraicher (American), from Montreal. Inquired into the cause of sickness of a fireman, aged 27, with a suspicious rash, due to Syphilis. Two firemen, aged 30 and 29 years, suffering with Rheumatism.

July 12th.—s.s. Lake Calvinia (American), from Reval. Five seamen found suffering with Venereal Disease. Two firemen, aged 27 and 25 years, convalescent with Malarial Fever.

July 12th.—s.s. Lake Hokah (American), from Rotterdam. Inquired into the cause of sickness of water tender, aged 27 years, who was found suffering from a suspicious throat. Cultures from throat negative. Instructions given.

July 20th.—s.s. Notanda (British), from Lagos. A.B., aged 27 years, suffering from Colic. Wireless operator, aged 18, died at Lagos from Dysentery. Instructions given as to the cleansing of water tanks, etc.

July 28th.—s.s. Coperas (American), from Bordeaux. Seven members of the crew suffering from Venereal Disease. One case removed to Hospital for operation.

July 22nd.—s.s. Buchana (British), from Hull. Two firemen, aged 35 and 23 years, suffering from Gonorrhœa; A.B., aged 28 years, with Hernia. Medical treatment recommended.

July 23rd.—s.s. Jin Sho Maru (Japanese), from Cardiff. Two seamen suffering with Syphilis. Treatment in Hospital advised.

July 29th.—s.s. Lake Farge (American), from Hull. Inquired into the cause of sickness of the steward, aged 27 years,

who was found suffering from Pleurisy. Treatment in Hospital advised. Two A.B.'s with Gonorrhœa.

July 29th.—s.s. Lake Fraicher (American), from Hamburg. A coal passer, aged 27 years found suffering from Phthisis. Instructions given as to isolation, etc. Five of the crew with Venereal Disease.

August 1st.—s.s. Coperas (American), from Hamburg. Inquired into the cause of sickness of five members of the crew who were found suffering from Venereal Disease. One case was removed to Hospital for operation. Two firemen, aged 27 and 23 years, suffering from Injuries.

August 4th.—s.s. Brookfield (American), from Rotterdam. Inquired into the cause of sickness of two messroom boys, aged 18 and 17 years, who were found to be suffering from Mumps. Instructions given as to isolation, etc. Five men with Venereal Disease.

August 6th.—s.s. Lake Fontane (American), from Nantes. The third engineer, aged 30 years, was found suffering from Sub-Acute Rheumatism. Medical treatment recommended.

August 29th.—s.s. Ownee (American), from Rotterdam. A fireman, aged 27 years, found suffering from dislocation of shoulder. Treatment in Hospital advised.

August 29th.—s.s. Transporter (British), from Barry. An A.B., aged 33 years, found suffering from the result of internal injuries. Treatment in Hospital advised.

August 31st.—s.s. Fort Smith (American), from Havre. The donkeyman, aged 34 years, was found suffering from Urticaria. Four firemen with Venereal Disease.

August 31st.—s.s. Mariska (Canadian), from Brest. Two passengers, aged 30 and 5 years, found suffering with Varicella. Instructions given as to isolation.

September 8th.—s.s. Dallas (American), from Havre. Inquired into the cause of sickness of two firemen, aged 27 and 25 years, who were found recovering from Acute Alcoholism. Three men suffering with Venereal Disease.

September 18th.—s.s. Pollenza (British), from Barry. Inquired into the cause of illness of the cook, aged 25 years, who was found suffering from a suspicious throat. Cultures negative.

September 22nd.—s.s. Amagsen Maru (Japanese), from Amsterdam. Six firemen were found to be suffering from Scabies. Instructions given as to disinfection, etc.

October 1st.—s.s. Marguerite Pry (Belgian), from Antwerp. Inquired into the cause of sickness of a fireman, aged 23 years, and an A.B., aged 35 years. The former was found to be suffering from Gonorrhœal Rheumatism; the latter was convalescent from Malarial Fever. Medical treatment recommended.

October 8th.—s.s. Lake Macana (American), from Havre. The chief engineer, aged 43 years, found suffering with symptoms of Appendicitis. Two men with Venereal Disease. Treatment in Hospital advised.

October 13th.—s.s. Lake Fugard (American), from Liverpool. Two firemen, aged 27 and 25 years, suffering with Hernia. Donkeyman, aged 30 years, with Rheumatism. Three men with Venereal Disease. Medical treatment ordered.

November 1st.—s.s. Jin Sho Maru (Japanese), from Hamburg. Two seamen found suffering with Syphilis were referred to the Port Hospital for treatment.

November 8th.—s.s. Ruby (British), from Nantes. Inquired into the cause of sickness of an A.B., aged 25 years, who was found suffering from Impetigo. Instructions given.

November 17th.—s.s. Octorara (American), from Hull. An A.B., aged 25 years, suffering from Syphilis. Hospital treatment ordered.

November 20th.—s.s. Arrival (British), from Zeebrugge. Inquired into the cause of sickness of an O.S., aged 19 years, who was found suffering with Continued Fever. He was removed to the Port Hospital for observation, where his illness proved to be Acute Rheumatism.

November 21st.—s.s. Bottineau (American), from Grimsby. Inquired into the cause of sickness of the second and third cook,

aged 29 and 25 years, who were found suffering from Acute Alcoholism. Removal to Hospital advised.

November 23rd.—s.s. Aden Maru (Japanese), from Newport (News). Two seamen, aged 25 and 23 years, suffering from a severe type of Syphilis (Secondary). Treatment in Hospital advised.

November 28th.—s.s. Meenin (Norwegian), from Kotka. The chief engineer, aged 45 years, was found suffering from severe injuries to the body. He was at once treated.

December 6th.—s.s. Barbara (Norwegian), from Kotka. An A.B., aged 24 years, was found suffering from a severe type of Secondary Syphilis. He was referred to the Port Hospital for treatment.

December 8th.—s.s. Innoka (American), from Dunkirk. The donkeyman, aged 30 years, suffering from Hernia. Coal passer, aged 22 years, with Swollen Glands from Septic Foot. Two men with Venereal Disease. Medical treatment recommended.

December 12th.—s.s. War Khan (British), from Port Arthur. Inquired into the cause of sickness of an apprentice, aged 16 years, and the donkeyman, aged 36 years. The former was found to be suffering from Hernia, the latter from Heart Disease. Medical treatment recommended.

December 12th.—s.s. Lake Berdan (American), from Bathurst. A coal passer, aged 27 years, was found convalescing from Pneumonia. Two coal passers, aged 25 and 23 years, suffering with Scabies. Instructions given.

December 14th.—s.s. Broadmayne (British), from Rouen. The third engineer, aged 28 years, suffering from Severe Scald. He was removed to Hospital.

December 16th.—s.s. Communipaw (American), from Hamburg. An A.B., aged 35, suffering with Phthisis. Instructions given as to isolation, etc. An A.B., aged 27 years, suffering with Erysipelas.

December 21st.—s.s. Orion (American), from New York. An A.B., aged 43 years, suffering from Phthisis. Instructions

given as to isolation, etc. Three coal passers and two firemen suffering from Venereal Disease. Instructions given.

December 26th.—s.s. Eric Calvert (British), from Hull. Inquired into the cause of sickness of steward, who was found suffering from Chest Symptoms, probably Tuberculosis. Formal notice sent to M.O.H.

Port Sanitary Hospital.

Under the heading of Sanitary Administration some of the requirements necessary in connection with the Hospital are stated. Like nearly all Infectious Hospitals built over 20 years ago, the Administrative Block is too small and may require enlargement.

Treatment Centre for Venereal Diseases.

The provision of a Centre for the treatment of Venereal Diseases has been under consideration for a considerable time. In view of the circular addressed to Port Sanitary Authorities by the Local Government Board suggesting that facilities for treatment should be available for seamen of whatever nationality, it became an urgent matter that some provision for the treatment should be made as soon as possible. Although the agreement with the County Council was signed early in October, certain alterations at the Hospital necessary in connection with the work were not carried out. In order that no further delay should occur, certain improvised arrangements were made, and the treatment of cases began.

Up to the end of December 20 patients applied for treatment, thirteen of whom were suffering from Venereal Disease, nine Syphilis, four Gonorrhœa (eight males and five females).

Total number of Attendances at Out-Patients' Clinic	68
Intravenous injections of Salvarsan Substitutes	41
Pathological Examinations	21

There were five patients (two females and three males) who, owing to their condition or the possibility of their spreading the disease amongst others, were treated in Hospital until immune.

I am confident that this Centre will meet a very great need so far as seamen are concerned.

The Matron of the Hospital has had special training in connection with Venereal Diseases. There is also a male attendant.

Subjoined are tabular statements showing the number of infectious cases received into the Hospital from Shipboard and the Portland Urban District:—

Tabular Statement of Cases from the Portland Urban District during 1919.

Date of Admission.	Disease.			Age.	Sex.	Result.	
10/1/19	Scarlet Fever	...	...	...	Discharged 24/2/19
15/4/19	Typhoid Fever	...	F	...	do. 31/5/19
15/11/19	do.	34	F	...	do. 32/5/19
3/5/19	do.	15	F	...	do. 27/6/19
14/6/19	Diphtheria	7	F	...	do. 9/8/19
23/6/19	do.	5	F	...	do. 9/8/19
9/8/19	Typhoid Fever	15	F	...	do. 24/10/19
15/8/19	Diphtheria	19	F	...	do. 18/9/19
29/9/19	do.	4½	F	...	do. 5/11/19
2/10/19	do.	9	M	...	do. 5/11/19
6/10/19	do.	9	M	...	Died 8/10/19
17/10/19	do.	8	F	...	Discharged 21/11/19
17/10/19	do.	10	F	...	do. 21/11/19
25/10/19	do.	16	F	...	do. 2/12/19

Tabular Statement Showing the Number of Cases Admitted into the Port Sanitary Hospital from Ship-board during 1919.

Date of Admission.	Disease.	Occupation.	Age.	Name of Vessel.	Nationality of Patient.	Where from.	Result.
24/2/19...	Scarlet Fever	...Steward ...	... 17 ... ss	Duchess of Devonshire.	British	... Havre ...	... Discharged 8/4/19
24/2/19 ..	do	... Wireless Operator	31 ...	do.	... do.	... do. ...	do. 12/3/19
27/2/19...	Observation	...2nd Steward	... 42 ...	do.	... do.	... do. ...	do. 3/3/19 Septic Throat
27/2/19...	Scarlet Fever	...Cook ...	... 20 ...	do.	... do.	... do. ...	do. 19/3/19
19/3/19...	Typhoid Fever...	O.S. ...	... 23 ... ss	Kundii ...	... Danish	... Philadelphia	. Died 27/3/19
11/4/19 ..	Diphtheria	...Steward ...	... 17 ... ss	Pembroke	... British	... Channell Islands,	Discharged 7/5/19
21/11/19	Observation	...A.B. ...	... 19 ... ss	Arrival ...	... do.	... Zeebrügge ...	do. 17/22/19 Acute Rheumatism

Supervision of Food Importations.

The annexed table supplied by the Food Inspector shows the quantities of unsound food stuffs dealt with during the year.

Under the Unsound Food Regulations full powers are given to deal with meat and foods which may be found to be unsound or unwholesome. There are three methods of disposal of such products :—

1. The food may be so obviously bad that no further examination is necessary, and the importer or owner may voluntarily remove the food for destruction under the supervision of the Port Sanitary Officials.

2. The food may be of such a nature that it can be used for many industrial purposes, and arrangements are made with importers or owners to have such foods removed to premises where, under the supervision of the M.O.H., they may be properly dealt with.

3. Where difference of opinion has arisen as to the condition of the goods or their disposal, an application should be made to a Magistrate for his adjudication.

It is only on rare occasions necessary to destroy meat or food where suitable plant has been erected for the purpose of treating such food stuffs.

In the neighbourhood of Weymouth Port, where no suitable plant is available for dealing with meat, arrangements have to be made for treating such unsound food stuffs at distant centres, such as London, Liverpool, etc. The food stuffs are released under proper guarantees, and placed at the disposal of the M.O.H. of the district, for treatment or utilization for industrial purposes. Full details as to quantity, number of cases, etc., are sent to the M.O.H. for his information. In this manner a large quantity of butter was made available for human consumption.

The routine inspection adopted by the Food Inspector in the examination of the various imported food stuffs has been fully detailed in previous reports.

In all cases of doubt or difficulty, I have examined the food stuffs detained by your Inspector. The arrangements made in connection with the examination of food stuffs continue to work smoothly and amicably, and the Great Western Railway, as the agents for the importers, have given us every reasonable assistance and facility.

A variety of food stuffs known as "British Returns," such as canned meat and fish, bacon, preserved meat, fruit, etc., exported from this country to the Channel Islands, is again returned from one cause or another. These food stuffs have to be carefully examined and must be regarded with a certain amount of suspicion.

The following represents the amount of Unsound Food Stuffs dealt with and the action taken during 1919:—

Food.	Amount.	When Detained.	Action Taken.
Cured Fish ...	...6 Boxes (3 qrs.)	...Jan. 10th	...Destroyed Jan. 17th
Jam ...	...8 Casks ...	...Feb. 4th	...Released under Guarantee for sorting March
Wheat ...	...20 Tons, 14 $\frac{3}{4}$ cwt.	...April 3rd	...Released under Guarantee for Poultry Food April 3rd
Butter ...	...1 Cwt. ...	... „ 4th	...Released under Guarantee for Soap making Apl. 16th
Meat Paste (canned)	...35 Tins (210 lbs.)	...May 20th	...Destroyed May 28th
„ „ „	...1 Tin (6 lbs.)	...June 21st	... „ June 27th
Tongue „	.. 3 Tins (48 lbs.)	... „ 28th	... „ July 24th
Beef „	...7 Tins (42 lbs.)	...July 11th	... „ „ 24th
„ (potted) ...	...1 Tin ...	... „ 11th	... „ „ 24th
Sausages ...	..16 lbs. ...	... „ 30th	... „ Aug. 6th
Bacon ...	...60 lbs. ...	...Aug. 25th	... „ „ 29th
Hams ...	...3 (1 qr. 3 lbs.)	... „ 29th	... „ Sept. 3rd
Tongue (canned)	...4 Tins (24 lbs.)	... „ 29th	... „ „ 3rd
Hams ...	...5 (2 qrs. 21 lbs.)	...Sept. 5th	... „ „ 12th
Egg (liquid) ...	...4 Tins ...	... „ 15th	... „ „ 19th
Cheese ...	...1 Cwt. ...	...Oct. 22nd	...Released under Guarantee for Trimming Oct 27th
Flour ...	...13 Tons, 7 Cwt.	...Nov. 5th	...Released under Guarantee for sorting Nov. 7th
Potted Meats ...	...68 Pots ...	... „ 7th	...Destroyed Nov. 15th
Soup Powder Squares...	156 Squares ...	... „ 7th	... „ „ 15th
Margarine ...	...3 Qrs. (approx)	...Dec. 9th	...Released under Guarantee for Industrial Purposes Dec. 13th

Amount of Food Examined.

1.—Fresh Pork, Fish, etc.—

Pork	...	...	...	...	40 lbs.
Fish	...	...	...	...	36 Packages
Poultry	...	...	...	...	10 do.
Rabbits	...	...	...	...	3 do.

2.—Cured or Salted Meats (Bacon, Ham,) etc.—

Bacon	...	...	...	...	1 cwt. 2 qrs. 14 lbs.
Ham	...	...	...	...	3 qrs. 26 lbs.
Sausages	...	...	...	...	1 qr. 9 lbs.
Fish	...	...	...	...	(6 Packages) 3 qrs.

3.—Canned Fish, Fruit, Meat, etc.—

Canned Fish	...	...	...	...	4 Packages
„ Pork and Beans	...	...	...	...	1 Package
„ Beef	...	...	...	...	8 Tins (42 lbs.)
„ Tongue	...	...	...	...	12 „ (72 lbs.)
„ Meats	...	...	...	...	3 qrs. 21 lbs.
„ „ Paste	...	...	...	...	47 Tin.
„ Fruit	...	...	...	...	5 Packages
„ Milk	...	...	...	...	1 Package
„ Liquid Egg	...	...	...	...	4 Tins (2 cwts)
„ Potted Meats	...	...	...	...	1 Case (68 Pots)

4.—Fresh and Dried Vegetables, Fruits, etc.—

Vegetables...	...	...	...	...	23,392 Packages
Potatoes	...	...	...	...	376,742 „
Fruit (Grapes, Melons, etc)	...	...	...	...	7,520 „
Tomatoes	...	...	...	...	2,214,085 „
Apples	...	...	...	...	8,030 „
Pears	...	...	...	...	19,777 „
Raisins	...	...	...	...	5 „
Prunes	...	...	...	...	8 „
Dates	...	...	...	...	6 „
Figs	...	...	...	...	90 „
Peaches	...	...	...	...	6 „
Gooseberries	...	...	...	...	1 „
Muscateles	...	...	...	...	1 „
Lried Fruit	...	...	...	...	2 „

5.—Grain—

Wheat	...	...	...	...	20 tons 4 cwt. 3 qrs.
Oats	..	...	...	...	1 „ 1 „

6.—Other Foods—

Eggs	...	...	...	...	33 Packages		
Preserves	...	...	...	...	11	„	
Provisions	...	...	...	...	37	„	
Tomato Sauce...	...	...	...	...	1960	„	
Oxo	...	...	...	...	4	„	
Soup Squares	...	...	...	...	2	„	
Bottled Fruits	...	...	...	...	2	„	
Tapioca	...	...	...	...	2	„	
Nut Food	...	...	...	...	3	„	
Dried Eggs	...	...	...	...	3	„	
Sugar	...	...	...	...	2	„	
Sausage Skins	...	...	...	...	1	„	
Cocoa	...	...	...	...	1	„	
Biscuits	...	...	...	...	1	„	
Yeast	...	...	...	...	1	„	
Jellies	...	...	...	...	1	„	
Flour	...	...	...	...	367 Tons	1 cwt.	
Butter	...	...	...	...	1	„	8 lbs.
Margarine	...	...	...	...	8	„	3 qrs.
Suet	...	...	...	...	8	„	2 „ 20 „
Cheese	...	...	...	...	2	„	1 „
Pickles	...	...	...	...			30 „
Fat	...	...	...	...	3	„	

General Inspection of Vessels.

It will be seen from the Inspector's Report that the proportion of vessels with sanitary defects was 13.9 per cent., and on British vessels, which constitute nearly 77 per cent. of the total examined, the proportion was 11.2 per cent. These figures, so far as British vessels are concerned, indicate a steady improvement.

As I have remarked in previous Reports, the accommodation for the crews on board standard ships is in many ways a great improvement on anything we had previously known. The

following are roughly the improvements on standard ships which make for the health and comfort of the crew :—

- (1) Seamen's and firemen's quarters aft instead of in the fore-castle, where the effects of heavy weather are most felt.
- (2) Much greater space per head, greatly exceeding the Statutory requirements. Separate living and sleeping quarters, sleeping quarters broken up into cabins for two, four or six men.
- (3) Bathing and washing accommodation provided.
- (4) Provision in many cases for a hospital berth in the forecastle. Unfortunately, in many instances the antiquated trough latrine is still in evidence.

During the year I visited a considerable number of American ships, and I must say that the latest designs of the ordinary American tramp steamer leave nothing to be desired in so far as the health and comfort of the crew are concerned. The cubicles, which are well lighted and painted white, have accommodation for only two men. They are provided with a table, chairs, wash basin, metal locker, and electric fan; baths provided with hot and cold water, spray and shower; w.c.'s of the pedestal pattern. All the Sanitary fitments are of enameled fireclay. Hospital accommodation is also provided.

It is scarcely possible to realize the great improvements that have taken place in a few years. These improvements, so far as I know, have not been brought about by pressure from any Government Department, but emanated from the men themselves, who demanded, through their unions, better conditions of living.

Rat Destruction.

During the year 1918 an Order was issued under the Defence of the Realm Act by the Food Controller, giving increased powers to Local Authorities for the destruction of rats and the rat-proofing of buildings, etc. Early in 1919 a revised Order (the Order Amending the Rats Order, 1918, dated March 26th, 1919), specifically addressed to Port Sanitary Authorities, was issued.

This Order conveys useful powers which have not hitherto been available for the disinfection of ships, viz., that measures may be taken to disinfect rat-ridden vessels, irrespective of the conditions as regards infection at the port of departure. *All* vessels, therefore, arriving in this Port can be dealt with for rat destruction.

It is most desirable that these powers should become permanent and supplementary to those already in force under the Cholera, Plague and Yellow Fever Order, 1906, in regard to plague-infected and suspected vessels.

The most convenient and certainly the most satisfactory time for carrying out disinfection is when the holds are empty of cargo. Very few ships discharge cargo at this Port, but information is often obtained here as to the presence or otherwise of rats. On all ships arriving from plague-infected ports, the prevalence of rats, suspicious rat sickness or mortality are matters always inquired into.

Inspections continue to be made of stores and buildings near the wharves and quays of Weymouth and Portland to ascertain the presence of rats, and instructions were given for their extermination. During the year the Weymouth Corporation and the Portland Council have used poisons in connection with the stores and buildings in proximity to the Quays.

The Sanitary Inspector informs me that there is a marked diminution since poisons were used, but I am unable to say what numbers have actually been destroyed. Trapping has been the method employed in connection with some of the Great Western boats, but no ship discharging cargo at this Port during the year was considered rat-infested.

Form B.

Names of Vessels arriving in the Port Sanitary District.		Names of Vessels subjected to measures of Rat Destruction.			Method Employed.	No. of Rats Killed.
Plague Infected.	Plague Suspected.	Plague Infected.	Plague Suspected.	Other Vessels.		
None.	None.	None.	None.	None.	—	—

I desire to thank the Chairman and Committee of the Authority for their kindness and courtesy to myself and for the support they have invariably given to me in my work. To the Collector of Customs and his various Officers I am also much indebted for their courtesy and co-operation extended to me in the performance of my duties as your Medical Officer.

I have the honour to be, Gentlemen,
Your obedient Servant,

THOS. HOWARD,
Port Medical Officer of Health.

TO DR. T. HOWARD,
Port Medical Officer of Health.

DEAR SIR,

In accordance with the requirements of the Ministry of Health in their General Order of December 31st, 1910, I herewith submit my Report as Inspector of Nuisances and Food Inspector to the Weymouth Port Sanitary Authority.

During the year a good number of ships entered the Port, and on inspection many defects were found, a very good percentage of which, however, were abated on notice being given.

From observation I am able to state that the standard of hygiene on board vessels regularly visiting this Port is gradually improving, and is no doubt due to the fact that there is a systematic inspection here.

As a large proportion of the vessels entering the Port do not come alongside, but anchor some distance from the shore, great difficulty is often experienced in visiting such vessels, due to the want of some independent means of conveyance. The provision of a suitable motor launch would tend to facilitate the work of inspection, and would be invaluable in removing cases of infectious disease.

I am greatly obliged to the Coaling Companies at Portland for the facilities afforded me by their tugs in visiting ships anchored in the Roadstead.

During the year eight cases of infectious and other diseases were removed from ships and conveyed to the Port Sanitary Hospital at Ferry Bridge.

In regard to the inspection of food stuffs arriving in the Port, I am pleased to state that the general quality continues to be very good. A number of articles of food, chiefly British returns, were seized as unsound. In all the cases the food was surrendered by the owners.

As far as possible this unsound food has been utilized—after guarantees have been obtained—chiefly for trade purposes.

Below I give a summary of the work done during the year:—

Number of Ships inspected in the Port during the year.

Nationality.	Where Inspected.	
	Weymouth.	Portland.
British	222	125
Canadian	0	1
French	5	0
Belgian	0	6
U.S.A.	1	55
Japanese	0	5
Norwegian	0	7
Danish	2	3
Swedish	1	1
Russian	0	3
Dutch	1	5
Spanish	0	2
Greek	0	5
Brazilian	0	1
	—	—
Totals ...	232	219

Classification:—

Steamships (from foreign) ...	207	139
Sailing Vessels (, ,) ...	4	4
	—	—
Totals ...	211	143
Steamships (from coastwise) ...	16	74
Sailing vessels (, ,) ...	5	2
	—	—
Totals ...	21	76

Total Vessels Inspected	451	
Other Inspections (Hulks, etc.)... 31		99
Total Inspections, etc.	581	

Cases of Infectious Disease, etc., landed and conveyed to the Port Sanitary Hospital at Ferry Bridge:—

Typhoid Fever	1
Diphtheria	1
Scarlet Fever	1
For Observation, etc.	5

Total ... 8

Number of Ships disinfected 18

Number of Infected Articles (bedding), etc., disinfected 221

„ „ „ „ „ „ „ destroyed.. 12

Number of Nuisances found during inspection:—

Nuisances.	Number Found.	Number Abated.	Number where Abatement Promised.	Number Abated.
Choked and Foul W.C.'s	72	70	2	0
Forecastles requiring cleansing, painting, etc.	71	69	2	0
Food lockers „ „ „ „	16	12	4	0
Mess room „ „ „ „	2	2	0	0
Wash houses „ „ „ „	4	3	1	0
Bilges requiring cleansing	1	1	0	0
Peaks „ „	2	2	0	0
Defective Overhead Decks to Forecastles, etc.	18	0	17	1
„ W.C. Fittings	2	2	0	0
„ Latrines	4	4	0	0
„ Heating Apparatus and fittings ...	4	1	3	0
„ Oorts	10	3	7	0
„ Cable casing in forecastle	2	0	2	0
„ Lighting to forecastle	1	0	1	0
„ Bulkheads between w.c. & living room	1	0	0	1
Unsheathed Iron Decks causing dampness ...	4	0	4	0
Absence of Scuppers in forecastle	4	0	0	4
Insufficient ventilation to forecastle	3	1	0	2
„ „ „ „ hold	1	1	0	0
Accumulations of foul refuse	3	1	2	0
Ventilators choked	3	3	0	0
Totals	228	175	45	8

In every instance where nuisances occurred verbal notice was given to the Officer-in-charge, and this generally had the desired effect. In only one case was it necessary to serve a written notice.

In several instances one notice only was necessary to include several of the nuisances as tabulated.

	Notices served.	Notices complied with.
Formal	1	1
Informal	70	67
	—	—
Totals ...	71	68

The total number of Nuisances found to exist were 228, and of these 175 were immediately abated on notice being given. In 45 other cases abatement was promised, and from information received they made be considered as abated. Therefore 220 nuisances may be considered as abated. In the remaining eight cases the ships left the Port without complying with the notice.

The number of nuisances abated is approximately 96.5 per cent., showing a rise of 11 per cent. on the 1918 result.

The nationality of the ships on which the nuisances were found is given in the following table:—

Nationality.	Number of Ships.	Number of Ships where Nuisances Found.	Percentage (approx.)
British	347	40	11.23
Canadian	1	0	0.0
French	5	0	0.0
Belgian	6	5	83.3
U.S.A.	56	3	5.35
Japanese	5	1	20.0
Norwegian	7	4	57.14
Danish	5	1	20.0
Swedish	2	0	0.0
Russian	3	3	100.0
Dutch	6	0	0.0
Spanish	2	2	100.0
Greek	5	4	80.0
Brazilian	1	0	0.0
	—	—	—
Totals	451	63	13.9

The following table shows the percentage of nuisances found on ships from Foreign as compared with ships from Coastwise:—

			Number of Ships on which Nuisances where Found.	Percentage (approx.)
Number of ships from Foreign—				
Steamship	.....	346	42	12.14
Sailing Vessels	.....	8	1	12.5
Number of ships from Coastwise—				
Steamships	.....	90	20	22.22
Sailing Vessels	.....	7	0	0.0

The above tables will be found to compare very favourably with those for 1918, the total percentage showing an increase of 0.6 per cent.

I am, Sir,

Yours very respectfully,

JOHN GRIFFITHS,

Inspector.